

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.
2. DESIGN IS FOR HS-25-44 LIVE LOADING.
3. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE EXISTING BRIDGE UPSTREAM OF THE NEW STRUCTURE.
4. THE TOWN WILL MAINTAIN RESPONSIBILITY FOR SNOW REMOVAL ON THE EXISTING BRIDGE THROUGHOUT THE DURATION OF THE PROJECT.
5. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F OR AS NOTED OTHERWISE.
6. ALL ON-PROJECT SIGNS AND BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE ITEM "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". ALL OFF-PROJECT SIGNING SHALL BE THE RESPONSIBILITY OF THE TOWN.
7. EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF HARTFORD. THESE SIGNS SHALL BE STOCKPILED ON THE PROJECT AND THEN LOADED ON A TRUCK SUPPLIED BY THE TOWN. CONTACT DIRECTOR OF PUBLIC WORKS RICH MENGE AT (802) 295-3622 TO ARRANGE REMOVAL.
8. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING TRUSS SUPERSTRUCTURE AND ANY PORTIONS OF THE SUBSTRUCTURE NOT REMOVED UNDER THE ITEMS "COFFERDAM EXCAVATION, ROCK" OR "UNCLASSIFIED CHANNEL EXCAVATION".
9. THE EXISTING STEEL IN THE TRUSS TO BE REMOVED UNDER THE ITEM 529.15 "REMOVAL OF STRUCTURE" IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. ALL STEEL REMOVED UNDER THIS ITEM IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR MAY DISPOSE OF IT OR RETAIN IT FOR FUTURE USE. THE CONTRACTOR SHALL INFORM THE ENGINEER OF HIS/HER PLANS FOR THE STEEL PRIOR TO ITS REMOVAL.
10. ITEM 529.15 "REMOVAL OF STRUCTURE (MOD)" SHALL BE USED FOR THE REMOVAL AND RELOCATION OF THE EXISTING BARN AT STATION 31+ 50 SEE SPECIAL PROVISIONS.
11. THE STONEFILL TYPE IV UNDER THE BRIDGE SHALL BE PLACED BEFORE THE SUPERSTRUCTURES ARE SET.
12. TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.015 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
13. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO INCHES ALONG WALL FACES AGAINST EARTH, AND THREE INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.
14. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
 SPACING +/- 1"
 CLEARANCE +/- 1/4"
15. ALL REINFORCING STEEL IN THE CONCRETE DECK AND BRIDGE CURBS SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17. WHEN EPOXY COATED REINFORCING STEEL IS CUT THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL WILL NOT BE PERMITTED.
16. THE BANKING ON VT RTE 14 SOUTHBOUND SHALL BE MODIFIED AS SHOWN ON THE BANKING DIAGRAM ON SHEET 81. ALL SIGNS REQUIRED FOR THIS WORK SHALL BE PAID FOR UNDER THE ITEM 527.10 "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". ALL OTHER NECESSARY ITEMS HAVE BEEN INCLUDED UNDER THEIR APPROPRIATE ITEM NUMBERS.

CONCRETE NOTES:

17. ALL PORTIONS OF THE SUPERSTRUCTURE, SHALL BE "CONCRETE, HIGH PERFORMANCE- CLASS A" (MOD-5000PSI).
18. ALL PORTIONS OF THE SUBSTRUCTURES INCLUDING PIERS SHALL BE "CONCRETE, HIGH PERFORMANCE - CLASS B".
19. ALL PORTIONS OF THE SUBFOOTING SHALL BE "CONCRETE, CLASS C".
20. SURFACES OF BRIDGE SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. OTHER AREAS OF THE BRIDGE SEAT SHALL BE SLOPED 1/4" PER FOOT TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL OR MAGNESIUM FLOAT FINISH.
21. SPAN #2 DECK IS TO BE PLACED IN ONE CONTINUOUS PLACEMENT WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTORS CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED. A 96 HOUR DELAY BETWEEN THE COMPLETION OF ONE DAYS PLACEMENT AND THE BEGINNING OF ANOTHER PLACEMENT SHALL BE OBSERVED.

22. CONCRETE PORTIONS OF THE ABUTMENT AND WINGWALLS ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
23. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
24. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
25. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1"x1".

STRUCTURAL STEEL NOTES:

26. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.55 "STRUCTURAL STEEL (PLATE GIRDER (MOD-ERECTION PLAN))" SHALL CONFORM TO AASHTO M-270 GRADE 50W. ALL STRUCTURAL STEEL PAID FOR UNDER THE ITEM 506.55 "STRUCTURAL STEEL (PLATE GIRDER) (MOD HPS70W)" SHALL CONFORM TO ASTM A709-00 GRADE HPS70W. SEE SPECIAL PROVISIONS FOR SPECIFICATIONS FOR GRADE HPS70W STEEL
27. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN SET ON THE BEARINGS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH BEAM UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.
28. FLEMMING BRACKETS SHALL BE DESIGNED BY THE CONTRACTOR, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 4'-0".
29. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FILLED WITH BOLTS CONFORMING TO AASHTO M 164 TYPE III.
30. THE END OF THE GIRDERS AT PIER #1 SHALL BE GIVEN A SHOP APPLIED PAINT SYSTEM FOR A DISTANCE EQUAL TO 8' AND GREASED AFTER INSTALLATION PER SUPPLEMENTAL SPECIFICATION 513. THE DIAPHRAGMS AT PIER #1 SHALL ALSO BE PAINTED AND GREASED. THE PAINT SHALL BE BROWN COLOR CHIP #20059
31. THE FAYING SURFACES ON THE CONNECTION PLATES SHALL BE PREPARED AS CLASS "C". THESE SURFACES SHALL BE PROTECTED FROM DAMAGE AND CORROSION PRIOR TO THE CONNECTION.

SUBSTRUCTURE ON LEDGE:

32. FOOTINGS AND SUB-FOOTINGS SHALL BE FOUNDED ON LEDGE WHICH HAS BEEN CLEANED OF ALL LOOSE ROCK AND DEBRIS TO ENSURE THAT SUBSTRUCTURES ARE PLACED ON COMPETENT ROCK.
33. LEDGE THAT IS EXCAVATED FOR PLACEMENT OF FOOTINGS SHALL BE EXCAVATED TO PROVIDE A LEVEL SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
34. A MAXIMUM OF 6" OVERBREAKAGE WILL BE REPLACED WITH " HIGH PERFORMANCE CLASS B CONCRETE". OVERBREAKAGE BEYOND 6" SHALL BE REPLACED WITH HIGH PERFORMANCE CLASS B CONCRETE" AT THE EXPENSE OF THE CONTRACTOR.
35. THE LIMITS OF THE SUBFOOTING SHALL BE 1'-0" OUTSIDE THE LIMITS OF THE FOOTING.
36. THE SUBSTRUCTURE UNITS HAVE BEEN DESIGNED FOR THE TOP OF FOOTING ELEVATIONS SHOWN ON THE PLANS. IF THE LEDGE ELEVATION IS GREATER THAN 1'-0" BELOW THE DESIGN BOTTOM OF FOOTING, A SUBFOOTING SHALL BE POURED SO THAT THE DESIGN TOP OF FOOTING IS AT THE REQUIRED ELEVATION.
37. FOR ALL SUBSTRUCTURE, WHERE LEDGE IS WITHIN ONE FOOT FROM THE BOTTOM OF THE FOOTING AS DESIGNED, THE FOOTING MAY BE POURED TO THE TOP OF THE LEDGE USING "HIGH PERFORMANCE CLASS B CONCRETE".
38. FOR ALL SUBSTRUCTURE UNITS WHERE LEDGE IS BELOW TOP OF FOOTING BY LESS THAN THE DEPTH OF FOOTING, THE LEDGE SHALL BE EXCAVATED DOWN TO THE INDICATED BOTTOM OF FOOTING FOR THE FULL WIDTH (TOE TO HEEL) OF THE CONFIGURATION.
39. IF LEDGE IS ABOVE THE DESIGN TOP OF FOOTING, THE FOOTING MAY BE RAISED. BEFORE ANY UPWARD ADJUSTMENT IS MADE IN FOOTING ELEVATION, THE PROJECT MANAGER SHALL BE CONTACTED AND PROVIDED WITH A LEDGE PROFILE. NO FURTHER WORK SHALL BE DONE UNTIL APPROVAL OF THE CONFIGURATION IS RECEIVED.
40. #8 DOWELS SHALL BE DRILLED AND GROUTED INTO THE LEDGE AS SHOWN ON THE PLANS. THE DOWELS SHALL HAVE A 2'-0" EMBEDMENT INTO THE LEDGE AND SHALL EXTEND INTO THE FOOTING A MINIMUM OF 1'-6". IN AREAS WHERE A SUBFOOTING IS REQUIRED # 8 DOWELS WILL ALSO BE USED AT THE INTERFACE BETWEEN SUBFOOTING AND FOOTING. THE DRILLING AND GROUTING SHALL BE PAID FOR UNDER THE ITEM 507.16 DRILLING AND GROUTING DOWELS", HOWEVER, THE DOWELS SHALL BE PAID FOR UNDER THE ITEM 507.15 "REINFORCING STEEL".
41. IF BLASTING IS REQUIRED AND/OR PERMISSIBLE IN THIS LOCATION, THE CONTRACTOR SHALL ACT IN ACCORDANCE WITH VERMONT STANDARD SPECIFICATION 501.10 (f).

ENVIRONMENTAL CONCERNS:

42. DUE TO THE PRESENCE OF AN ENDANGERED PLANT (CAREX GARBERI) AT PIER #2 AND ABUTMENT #2, SNOW FENCING SHALL BE ERECTED TO PROTECT THESE PLANTS DURING CONSTRUCTION. APPROXIMATE PLANT LOCATION IS SHOWN ON THE PLANS. VTRANS BIOLOGIST JOHN LEPORE SHALL BE NOTIFIED PRIOR TO THE START OF CONSTRUCTION AND SHALL DETERMINE THE EXACT LOCATION OF THE FENCING. PAYMENT FOR THE FENCING SHALL BE MADE UNDER THE ITEM 620.70 SNOW FENCE (MOD-PDF). HAY BALES MAY BE USED TO SECURE THE FENCING WHERE LEDGE PREVENTS THE DRIVING OF POSTS.

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GENERAL NOTES	